

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee May 11, 2005

State Administrative Board May 17, 2005

SUBMERGED LANDS

1. Proposed private use agreement of a 0.35-acre parcel and a 1.64-acre parcel of Lake Michigan public trust bottomlands in Elmwood Township, Leelanau County.

Applicant: Traverse City Light and Power

Consideration: \$875/year total

2. Proposed deed to a 0.28-acre parcel of Lake St. Clair public trust bottomlands on Harsens Island, Clay Township, St. Clair County.

Applicant: Greg Janski

Consideration: \$3,100

3. Proposed deed to a 0.28-acre parcel of Lake St. Clair public trust bottomlands on Harsens Island, Clay Township, St. Clair County.

Applicant: Roger and Carol Dalton

Consideration: \$3,100

4. Proposed public use agreement to 11.48-acre parcel of Lake Michigan public trust bottomlands in Elmwood Township, Leelanau County.

Applicant: Elmwood Township

Consideration: No fee as public use of public bottomlands

Mary Ellen Cromwell, Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 11, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: May 17, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

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| 1. | Pyramid Paving and Contracting
1503 Pine Street
Essexville, MI 48706 | HMA Paving | \$29,484.15 |
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Approval is requested to authorize the Bay County Road Commission to award a subcontract for hot mix asphalt (HMA) paving for the MDOT parking lot on Linwood Road at I-75 in Bay County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for repaving of the MDOT parking lot on Linwood Road at I-75 in Bay County.

Benefit: Paving will make the parking lot area safer for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: Because the parking area is deteriorating, new pavement is needed to make the lot safer for motorists. If work is not performed, the lot could become hazardous for those parking there.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48706.

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| 2. | Curbco Sweeping, Inc.
P.O. Box 70
Swartz Creek, MI 48473 | Sweeping | \$40,196.80 |
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Approval is requested to authorize the St. Clair County Road Commission to award the second optional year of a subcontract for curb sweeping in St. Clair County. Services will be extended based on the original unit prices. The subcontract was approved by the State Administrative Board on May 20, 2003. The original project was advertised, and two bids were received. The lowest bid was selected. Approval of the second optional year of services will extend the contract through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for sweeping on various state trunklines within St. Clair County.

Benefit: The contract helps promote safe roads throughout St. Clair County by keeping the drains clear so that the roads do not flood.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, the drainage structures will become clogged and the roads will flood, creating unsafe road conditions.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48473.

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| 3. | Thomas Smith
10886 Mason Drive
Grant, MI 49327 | Roadside Mowing | \$ 103,950 |
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Approval is requested to authorize the Newaygo County Road Commission to award a three-year subcontract for roadside mowing services to be performed two times per year along state trunklines in Newaygo County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through December 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for roadside mowing services to be performed along state trunklines in Newaygo County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49327.

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| 4. | Central Asphalt, Inc.
900 S. Bradley
P.O. Box 389
Mt. Pleasant, MI 48804-0389 | Shoulder Rehabilitation | \$49,336 |
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Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for shoulder rehabilitation work to be performed on M-18 from Adams Road north to Claroskee Road in Gladwin County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for shoulder rehabilitation services, including labor, equipment, and materials, to be performed for a project located on M-18 from Adams Road north to Claroskee Road in Gladwin County.

Benefit: Will provide for safer highways and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The road surface is deteriorating. The shoulder is in excess of two inches lower than the road surface. The low shoulder could cause a vehicle to lose control if it needed to pull onto the shoulder for an emergency stop. This work will make the road smoother and safer for motorists.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48804.

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| 5. | Rod Masternak
Building & Excavating
23998 D Drive South
Homer, MI 49245 | Animal Removal | \$33,638 |
|----|--|-----------------------|-----------------|

Approval is requested to authorize the Calhoun County Road Commission to award a one-year subcontract for animal carcass removal on various state trunklines in Calhoun County. The subcontract includes the option of a one-year extension based on the original contract price. The project was advertised, and five bids were received. There were two low bids of equal price. The contractor with the lower price per unit during high pickup seasons was selected. Past performance was also a consideration in the selection process. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the removal of large animal carcasses on various state trunklines in Calhoun County.

Benefit: Will provide for a safer and cleaner environment by providing for the removal of carcasses, which create traffic hazards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, the roadway could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49245.

6.	Metro Sweep 4557 Highland Road Waterford, MI 48328	Curb Sweeping \$360,371.18
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Approval is requested to authorize the Oakland County Road Commission to award a three-year subcontract for curb sweeping to be performed in District 1 (Milford), District 3 (Lake Orion), and District 4 (Waterford) in Oakland County. Costs for each year are listed below. The project was advertised, and seven bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

2005 Curb Sweeping	\$116,575.24
2006 Curb Sweeping	\$120,122.50
2007 Curb Sweeping	\$123,673.44

Purpose/Business Case: To provide for curb sweeping to be performed in District 1 (Milford), District 3 (Lake Orion), and District 4 (Waterford) in Oakland County.

Benefit: Will help to promote safe roads throughout Oakland County by keeping the curbs clear so that the drains do not plug.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: If the work is not performed, the drainage structures will become clogged and the roads will flood, creating unsafe road conditions.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48328.

7.	G & M Enterprises 19614 West Eight Mile Road Southfield, MI 48075	Curb Sweeping \$ 437,890.56
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Approval is requested to authorize the Oakland County Road Commission to award a three-year subcontract for curb sweeping to be performed in District 4S (Southfield) and District 4T (Troy) in Oakland County. Costs for each year are listed below. The project was advertised, and seven bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

2005 Curb Sweeping	\$142,018.56
2006 Curb Sweeping	\$142,018.56
2007 Curb Sweeping	\$153,853.44

Purpose/Business Case: To provide for curb sweeping to be performed in District 4S (Southfield) and District 4T (Troy) in Oakland County.

Benefit: Will help to promote safe roads throughout Oakland County by keeping the curbs clear so that the drains do not plug.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: If the work is not performed, the drainage structures will become clogged and the roads will flood, creating unsafe road conditions.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48075.

8. **National Industrial Maintenance Curb Sweeping \$ 29,767.33**
 4400 Stecker
 Dearborn, MI 48126

Approval is requested to authorize the Oakland County Road Commission to award a three-year subcontract for curb sweeping to be performed in District 2 (Davisburg) in Oakland County. Costs for each year are listed below. The project was advertised, and seven bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

2005 Curb Sweeping	\$ 9,696.20
2006 Curb Sweeping	\$ 9,890.12
2007 Curb Sweeping	\$10,181.01

Purpose/Business Case: To provide for curb sweeping to be performed in District 2 (Davisburg) in Oakland County.

Benefit: Will help to promote safe roads throughout Oakland County by keeping the curbs clear so that the drains do not plug.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: If the work is not performed, the drainage structures will become clogged and the roads will flood, creating unsafe road conditions.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48126.

CONTRACTS

9. HIGHWAYS (Real Estate) – Resolution “A” (Transfer to Governmental Agency for Transportation Use)

Tract 592, Control Section 82191, Parcel 760, Part A

The subject tract is located in the city of Woodhaven, Wayne County, Michigan, and contains approximately 13,430 square feet. The City of Woodhaven indicated that this property was needed for a public road. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The City of Woodhaven, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways–Development.

\$1

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48183.

10. HIGHWAYS (Real Estate) - Resolution “B” (Public Auction Sale)

Tracts 712, 783, 784, 821

Attached is a resolution for the sale of excess property that sold at a public auction. These properties are located in Genesee and Wayne Counties. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file, have been established. The properties were advertised and offered at a public auction on April 26, 2005, at the City of Novi Civic Center, Novi, Michigan. Total revenue from the auction is \$73,450. The minimum acceptable bid prices, as well as the names of the prospective bidders and the proposed selling prices, are set forth in the attached resolution. The tracts were offered to the local municipality prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

\$73,450

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48458, 48437, 48437, 48167.

11. HIGHWAYS (Real Estate) – Resolution “C” (Excess Property Exchange)
Tract 847, Control Section 82194, Parcel 156, Part A

The subject tract to be sold is located in the city of Detroit, Wayne County, Michigan, and contains approximately 8,740 square feet. The property to be acquired is located in the city of Detroit, Wayne County, Michigan, and contains approximately 9,359 square feet. MDOT is acquiring property from Brian Johnson for the improvement of I-75 as part of the Ambassador Gateway project. Mr. Johnson has an adjacent property improved with a large building. The property we are purchasing from him provides parking for this building. By conveying our excess property to Mr. Johnson, we are eliminating the claim by Mr. Johnson that his adjacent property will be damaged from the loss of parking. Based on the acquisition appraisals for both properties, the value of the property to be acquired is \$10,762.85 and the value of the property to be sold is \$10,051.00. The transaction was approved for exchange by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on April 27, 2005, for an even exchange. The property was not offered to the local municipalities because it was part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Even Exchange

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A -revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48226.

12. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Tuscola & Saginaw Bay Railway Company, Inc., (T&SBY), dated July 5, 1994, will provide for improvements under job number 83599 at three crossing surfaces of T&SBY in the city of Owosso, Shiawassee County. The improvements include the reconstruction of the east crossing and roadway approaches on M-21 and the rehabilitation of the west crossings on M-21 and on M-71. This work will reduce the potential for loss of control of vehicles due to the existing conditions of the crossings.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 102,500</u>
Total Funds	<u>\$ 102,500</u>

STR 76061 - 81288

Railroad Force Account Work

Purpose/Business Case: To rehabilitate/reconstruct railroad crossings to place crossings and approaches at the same elevations.

Benefit: Increased safety by reducing potential loss of control of vehicles crossing over the tracks due to the elevation differential and the roughness of the crossing.

Funding Source: Federal Highway Administrative Funds.

Commitment Level: 100% federal; based on estimate.

Risk Assessment: If this is not approved, vehicles will continue to experience abrupt drops and roughness when crossing over the tracks, which presents a safety hazard.

Cost Reduction: Improvements are on railroad property, and T&SBY is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing surfaces.

Zip Code: 48867.

13. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1053) between MDOT and Norfolk Southern Corporation, dated July 5, 1994, will provide for improvements under job number 84036 to a crossing of Norfolk Southern Corporation at US-12 in the village of White Pigeon, St. Joseph County. The improvements include the removal of approach paving and replacement in conjunction with work by railroad forces on the crossing.

Estimated Funds:

State Highway Administrative Funds	<u>\$ 40,000</u>
Total Funds	<u>\$ 40,000</u>

MRR 78022 - 84036

Maintenance Direct Bid

Purpose/Business Case: Remedial fix to provide a durable surface.

Benefit: Increased safety by resurfacing crossing approaches and crossing surface.

Funding Source: State Restricted Trunkline Funds.

Commitment Level: 100% state funds based on estimate.

Risk Assessment: If the work is not approved, crossing conditions will continue to deteriorate and motorist safety will be compromised.

Cost Reduction: A minimum of three bids will be sought. Bids will be reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Facilitation of crossing repair.

Zip Code: 49099.

14. HIGHWAYS - IDS Design Services

Authorization Revision (Z14/R2) under Contract (2002-0164) between MDOT and Williams & Works, Inc., will extend the authorization term by one year to provide additional time for the consultant to be available to answer questions and provide clarification on the consultant's bridge bearing realignment design work. The original authorization provides for the performance of design work for the Grand Region's Grand Region Capital Preventative Maintenance and Capital Scheduled Maintenance programs for 2004. The revised authorization term will be July 9, 2004, through May 24, 2006. The authorization amount remains unchanged at \$106,954.20. The contract term is May 24, 2002, through May 24, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the authorization term by one year at no additional cost to provide additional time for the consultant to be available to answer questions and provide clarification on the consultant's bridge bearing realignment design work.

Benefit: Will provide additional time for the consultant to be available to answer questions and provide clarification on the consultant's bridge bearing realignment design work to ensure that the design project meets current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete the final quality assurance design services in a timely and efficient manner, which could result in the loss of federal funding for this entire project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for authorization.

Zip Code: 49504.

15. *MACKINAC BRIDGE AUTHORITY – IDS Time Extension, Amount Increase

Retroactive Amendatory Contract (2002-0290/A1) between the Mackinac Bridge Authority (MBA) and Parsons Transportation Group, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing projects for which the additional time is needed and will increase the contract maximum amount by \$325,619. The corresponding services include annual inspections, in-depth cable inspections, fracture critical inspections, contractor containment and scaffolding design reviews, structural member repair details, and engineering studies and reports. Although the IDS contract is still active, the amendment is retroactive because the MBA directed the consultant to perform services whose associated costs extended beyond the maximum dollar amount of the IDS contract without first seeking approval of the additional costs. The original contract provides for construction engineering services to be performed on an as needed/when needed basis. The revised contract term will be May 14, 2002, through May 13, 2006. The revised maximum contract amount will be \$725,619. Source of Funds: 100% Mackinac Bridge Authority Toll Funds.

Purpose/Business Case: This amendment will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing projects for which the additional time is needed and will increase the contract maximum amount by \$325,619. The corresponding services include annual inspections, in-depth cable inspections, fracture critical inspections, contractor containment and scaffolding design reviews, structural member repair details, and engineering studies and reports. The original contract provides for construction engineering services to be performed on an as needed/when needed basis.

Benefit: The amendment will allow authorizations issued under the IDS contract to be extended, pending State Administrative Board approval, and will allow the consultant to complete and be reimbursed for projects performed at the direction of the MBA.

Funding Source: 100% Mackinac Bridge Authority Toll Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the consultant will not be able to complete work on ongoing projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for the original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

16. ***HIGHWAYS – Increase Services and Amount**

Amendatory Contract (2002-0523/A5) between MDOT and Global Remediation Technologies, Inc., will provide for additional services to be performed to enhance the remediation system, including Post-Surfactant Enhancer Aquifer Remediation (SEAR) polishing, and will increase the contract amount by \$581,068.40. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene-contaminated soil and groundwater at MDOT's Construction and Technology Building in Eaton County. The contract term remains unchanged, August 7, 2002, through September 30, 2007. The revised contract amount will be \$2,175,487.91. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional services to be performed to enhance the remediation system, including Post-SEAR polishing, and to increase the contract amount by \$581,068.40.

Benefit: The scope of work will change to reflect remediation system enhancement, including Post-SEAR polishing, to remediate contamination at the site.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, the cleanup of the site will not be able to continue and MDOT will be out of compliance with State of Michigan environmental statutes.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; sole source for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

17. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for additional design services to be performed for the East Grand Boulevard structure over I-75, city of Detroit, Wayne County (CS 82252 - JN 59296C), and will increase the authorization amount by \$46,224.99. The work items will include approach work and maintaining traffic for bridge reconstruction. The original authorization provides for the design of structures over I-75, city of Detroit, Wayne County, including approach work, drainage modifications, and guardrail replacement and upgrades. The authorization term remains unchanged, May 9, 2003, through September 20, 2005. The revised authorization amount will be \$180,475. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Funds.

Purpose/Business Case: To provide for additional design services to be performed for the East Grand Boulevard structure over I-75, city of Detroit, Wayne County (CS 82252 - JN 59296C), and increase the authorization by \$46,224.99.

Benefit: A longer bridge structure life.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this authorization could result in decreased motorist safety and a loss of federal funding for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

Zip Code: 48226.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z9) under Contract (2004-0116) between MDOT and Soil and Materials Engineers, Inc., will provide for as needed inspection and testing services to be performed for the Southwest Region (CS various - JN various). The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 26, 2007. The authorization amount will be \$210,657.65. The contract term is February 26, 2004, through February 26, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as needed inspection and testing services to be performed for the area of the Southwest Region (CS various - JN various). The work items include project administration, HMA inspection, quality assurance testing and preparation and documentation of project records.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

19. HIGHWAYS – IDS Construction Engineering Services

Authorization (Z8) under Contract (2004-0154) between MDOT and L. S. Engineering, Inc., will provide for as-needed inspection and testing services to be performed on M-46 in Montcalm County (CSs various – JNs various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 16, 2007. The authorization amount will be \$124,724.03. The contract term is March 16, 2004, through March 16, 2004, through March 16, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed on M-46 in Montcalm County (CSs various – JNs various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for inspection and testing services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is rehabilitation of existing roadways.

Zip Code: 48886.

20. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z8/R1) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will provide for additional preliminary construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and in the city of Monroe, Monroe County (CS 58151 - JN 76133A), and will increase the authorization amount by \$99,987.79. The additional services include survey layout, inspection of traffic control setup, and facilitation of abatement training. The original authorization provides for preliminary construction engineering services, including pavement patching, diamond grinding, and bridge repairs on southbound and northbound I-75 from the Ohio state line to Ready Road, Monroe County. The authorization term remains unchanged, March 7, 2005, through August 19, 2007. The revised authorization amount will be \$144,528.02. The contract term is August 19, 2004, through August 19, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This item was previously approved on the May 3, 2005, State Administrative Board (SAB) agenda. However, the consultant was instructed to begin work under this authorization revision prior to SAB approval. Therefore, we are seeking SAB approval of the authorization revision work retroactive to April 22, 2005, the actual start date, eleven days prior to the May 3, 2005, SAB approval.

Purpose/Business Case: To provide for additional preliminary construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and in the city of Monroe, Monroe County (CS 58151 - JN 76133A), and to increase the authorization amount by \$99,987.79. The additional services include survey layout, inspection of traffic control setup, and facilitation of abatement training.

Benefit: Will ensure that the project is built to MDOT and federal standards and that the safety of travelers is protected at all times. Preliminary work will ensure that work zones are set up safely and correctly, in compliance with MDOT standards.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, major construction problems could occur, which could result in substantial cost overruns, possible schedule delays, and compromised public safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48161.

21. HIGHWAYS – IDS Construction Engineering Services

Authorization (Z3) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for full inspection and testing services to be performed on Jean Klock Road over the Paw Paw River at I-196 over the CSX Transportation, Inc., tracks and at the I-94 westbound Ramp B over the CSX Transportation, Inc., tracks, Berrien County (CS 11015 – JN 78746A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$156,167.90. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full inspection and testing services to be performed on Jean Klock Road over the Paw Paw River at I-196 over the CSX Transportation, Inc., tracks and at the I-94 westbound Ramp B over the CSX Transportation, Inc., tracks, Berrien County (CS 11015 – JN 78746A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49022.

22. *HIGHWAYS - Construction Engineering Services

Contract (2005-0224) between MDOT and B.B.F. Engineering Services, P.C., will provide for various office technician, inspection, and related construction services to be performed on an as-needed basis for various projects in the Detroit Transportation Service Center service area in the city of Detroit, Wayne County. The contract will be in effect from the date of award through one year. The contract amount will be \$1,505,808.65. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for various office technician, inspection, and related construction services to be performed on an as-needed basis for various projects in the Detroit Transportation Service Center service area in

the city of Detroit, Wayne County. These services will support the delivery of the Metro Region's capital outlay program in Detroit in a timely manner.

Benefit: Will provide for adequate project inspection and testing, as required by federal law, which will result in a high quality product and ensure that the construction projects are built as designed and that all parts of the construction are up to current MDOT and federal standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this service is that the construction projects will not have adequate inspection and testing, which could result in substandard work and a subsequent loss of federal funding. Additionally, not authorizing these services now may also result in the loss of federal funding for entire projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48216.

23. HIGHWAYS - IDS Engineering Services

Contract (2005-0232) between MDOT and Nordlund & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

24. *HIGHWAYS - Traffic & Safety Services

Contract (2005-0235) between MDOT and Karco Engineering, LLC, will provide for crash testing to be performed for four MDOT roadside devices. The devices to be crash tested are temporary concrete barrier, guardrail-to-bridge anchorage, portable four-feet-by-five-feet sign systems and four-feet-by-four-feet diamond-shaped sign systems. This contract will be in effect from the date of award through 120 days. The contract amount will be \$119,250. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This project involves crash testing four roadside devices in use by MDOT. The devices to be crash tested are temporary concrete barrier, guardrail-to-bridge anchorage, portable four feet by five feet sign system and four feet by four feet diamond shaped sign system. The Federal Highway Administration mandates that all roadside devices installed on the national highway system meet the nationally-accepted crashworthiness standards set forth in National Cooperative Highway Research Program Report 350 (also known as NCHRP Report 350 or NCHRP 350). Crash testing is usually required to determine if a roadside device complies with NCHRP 350. Also, the Federal Highway Administration must review and accept the crash test results before it will grant NCHRP 350 acceptance for a particular roadside device. These four roadside devices have never undergone NCHRP 350 testing. As a result, the Federal Highway Administration has given MDOT until October 2005 to conduct the required tests and submit evidence showing that the devices satisfy NCHRP 350 requirements. The purpose of this project is to determine if these four roadside devices are NCHRP 350 compliant.

Benefit: This project will determine if the four roadside devices are crashworthy based on current standards. This will promote safety on MDOT roadways by ensuring that MDOT is complying with the latest safety standards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: Low bid.

Risk Assessment: If MDOT does not test the four roadside devices before October 2005, the Federal Highway Administration will require MDOT to stop using these four roadside devices on the National Highway System and adopt alternative roadside devices that are NCHRP 350 compliant. If MDOT continues to use these four devices

*Denotes a non-standard contract/amendment

after October 2005, it runs the risk of losing federal funding. If MDOT adopts alternative roadside devices that currently satisfy NCHRP 350, it will have to invest a lot of time developing new standard plans, guidelines, and special provisions for the alternative devices. Also, information and training in the use of new devices will generate additional costs.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: This is a new project.

Zip Code: 48909.

25. HIGHWAYS - IDS Engineering Services

Contract (2005-0240) between MDOT and Progressive AE will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

26. HIGHWAYS - IDS Engineering Services

Contract (2005-0242) between MDOT and R.S. Scott Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. HIGHWAYS - Railroad Grade Crossing Improvement Contract

Contract (2005-5080) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Vehicle detection camera installation work along Division Street in the vicinity of the at-grade crossing of the railroad tracks of CSX Transportation, Inc. (National Inventory #234-551-F).

The purpose of this amendment is to provide for the change in vehicle detection equipment from detector loops to detection cameras and the increase in the estimated project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$14,250	\$11,400	\$25,650
City of Grand Rapids Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$14,250</u>	<u>\$11,400</u>	<u>\$25,650</u>

STRG 41095 - 72536; Kent County
Amendment

Purpose/Business Case: To provide for a change in the vehicle detection equipment from detector loops to detection cameras and the increase in the estimated project cost.

Benefit: Installation of advanced technological vehicle detection equipment.

Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds.

*Denotes a non-standard contract/amendment

Commitment Level: 100% federal; based on estimate.

Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing with advanced technological vehicle detection equipment.

Cost Reduction: N/A. (Local agency to perform the work at a cost determined to be at least six (6) percent less than if it were contracted.)

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49503.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5150) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Aggregate surface and drainage improvement work along Three Mile Road from Rockview Road northerly approximately 0.9 miles.

Estimated Funds:

Federal Highway Administration Funds	\$72,200
Mackinac County Road Commission Funds	<u>\$18,000</u>
Total Funds	<u>\$90,200</u>

STL 49075 - 77524

Local Force Account

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Will improve and extend the life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

Commitment Level: 80% federal, 20% Mackinac County Road Commission.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49745.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5173) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Embankment, slope flattening, and restoration work along Long Point Road from South Curtis Road easterly approximately 1000 feet.

Estimated Funds:

Federal Highway Administration Funds	\$27,200
Mackinac County Road Commission Funds	<u>\$ 6,800</u>
Total Funds	<u>\$34,000</u>

STH 49609 - 80604

Local Force Account

*Denotes a non-standard contract/amendment

Purpose/Business Case: To flatten side slopes to improve roadside safety.

Benefit: Increased safety.

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

Commitment Level: 80% federal up to \$200,000 and balance by Mackinac County Road Commission.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway and roadside.

Zip Code: 49745.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5187) between MDOT and the Marquette County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving, shoulders, and minor earthwork along County Road 426 from County Road SA westerly approximately 3700 feet.

Estimated Funds:

Federal Highway Administration Funds	\$75,000
Marquette County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$93,800</u>

STL 52008 - 76710

Local Force Account

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Will improve and extend the life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Marquette County Road Commission Funds.

Commitment Level: 80% federal, 20% Marquette County Road Commission.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49869.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5188) between MDOT and the Chippewa County Road Commission will provide for participation in the following improvements:

Earthwork, subbase, aggregate base, and clearing work along East Shore Road from approximately 1.2 miles north of 1½ Mile Road northerly 0.75 miles.

Estimated Funds:

Federal Highway Administration Funds	\$74,200
Chippewa County Road Commission Funds	<u>\$18,500</u>
Total Funds	<u>\$92,700</u>

*Denotes a non-standard contract/amendment

STL 17070 - 78860
Local Force Account

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Will improve and extend the life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Chippewa County Road Commission Funds.

Commitment Level: 80% federal, 20% Chippewa County Road Commission.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49783.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2005-5197) between MDOT and City of Pleasant Ridge will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping and non-motorized pathway work along the west side of Woodward Avenue (Highway M-1) from Oxford Boulevard northerly to the eastbound Highway I-696 Service Drive, including landscaping, bench, trash receptacle, irrigation, and park lighting work.

The purpose of this amendment is to provide for the increase in the federal participation ratio (from 60 percent to 70 percent), the decrease in the maximum amount of federal funds to be applied to the project cost (from \$302,240 to \$233,548), and the inclusion of costs for construction engineering and inspection incurred by MDOT. The total project cost reflects the maximum amount in which the Federal Highway Administration will participate.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$302,240.00	(\$ 68,692.00)	\$233,548
City of Pleasant Ridge Funds	\$201,493.33	(\$101,401.33)	\$100,092
Total Funds	<u>\$503,733.33</u>	<u>(\$170,093.33)</u>	<u>\$333,640</u>

STE 63051 – 73847; Oakland County
Amendment

Purpose/Business Case: To increase the federal participation ratio, decrease the cap amount for the federal funds, and include MDOT costs for construction engineering and inspection.

Benefit: This change in funding will enable this project to be completed.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Pleasant Ridge Funds.

Commitment Level: 70% federal up to \$233,548 and the balance by the City of Pleasant Ridge; based on estimate.

Risk Assessment: Without this change in funding, the project may not be able to be built.

Cost Reduction: N/A; low bid for subcontract.

Selection: N/A. (Original contract was for low bid).

New Project Identification: N/A.

Zip Code: 48069.

33. HIGHWAYS (Maintenance) – IDS Time Extension

Amendatory Contract (2002-0446/A1) between MDOT and Auto Renewal, Inc., will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-base paints) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 10, 2005, through September 10, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract.

Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis, which will provide for safer bridges, while MDOT advertises and processes a new contract. This service is required when high load hits damage bridge members to the extent that repair work is needed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: This work is critical when there are emergency situations or high load hits on the bridges. If the work is not performed, the bridges could become hazardous for travelers.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48192.

34. HIGHWAYS (Maintenance) - IDS Time Extension

Amendatory Contract (2002-0447/A1) between MDOT and Abhe & Svoboda, Inc., will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-base paints) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 10, 2005, through September 10, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract.

Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis, which will provide for safer bridges, while MDOT advertises and processes a new contract. This service is required when high load hits damage bridge members to the extent that repair work is needed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: This work is critical when there are emergency situations or high load hits on the bridges. If the work is not performed, the bridges could become hazardous for travelers.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 55372.

35. HIGHWAYS (Maintenance) - IDS Time Extension

Amendatory Contract (2002-0457/A1) between MDOT and Progress Company will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-base paints) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 17, 2005, through September 17, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract.

Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis, which will provide for safer bridges, while MDOT advertises and processes a new contract. This service is required when high load hits damage bridge members to the extent that repair work is needed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: This work is critical when there are emergency situations or high load hits on the bridges. If the work is not performed, the bridges could become hazardous for travelers.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48174.

36. MULTI-MODAL - Section 5313(b) Program

Project Authorization (Z23) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide federal funds under MDOT's FY 2005 Federal Section 5313(b) State Planning and Research Program grant to be matched with local funds. The authorization will provide training and speakers for a forum geared toward advancing public transit in the State of Michigan. It will also provide an opportunity for vendors and manufacturers to showcase transit services and equipment that are available to help transit agencies in their every day operations. The authorization will be in effect from February 10, 2005, through February 9, 2006. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$35,223. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$28,178; ITP Funds - \$7,045.

Purpose/Business Case: To provide training and speakers for a forum geared toward advancing public transit in the State of Michigan.

Benefit: Improved transportation services.

Funding Source: Federal Transit Administration Funds - \$28,178; ITP Funds - \$7,045.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving the authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

37. MULTI-MODAL - Section 5307 Program

Project Authorization (Z7) under Master Agreement (2002-0074) between MDOT and the City of Niles will provide state matching funds for the City's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of one replacement bus, bicycle racks, and landscape/miscellaneous support equipment and for preventive maintenance. The authorization will be in effect from March 15, 2005, through March 14, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$222,993. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$178,394; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$44,443; City of Niles Funds - \$156.

Purpose/Business Case: To provide state matching funds for the City of Niles's FY 2003 Section 5307 Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$178,394; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$44,443; City of Niles Funds - \$156.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are that federal funds may be lost and the needed transit improvements will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

38. *MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2002-0476/A1) between MDOT and the Mackinac County Board of Commissioners will extend the contract term by seventeen years to allow sufficient time for the consultant to complete a boundary survey and revise the legal description to correct an error in the original description and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the land acquisition costs of parcel 14 for wetland mitigation at the Mackinac County Airport in St. Ignace, Michigan. The revised contract term will be May 30, 2002, through May 29, 2022. The contract amount remains unchanged at \$120,000. Source of Funds: FAA Funds - \$108,000; State Restricted Aeronautics Funds - \$6,000; Mackinac County Funds - \$6,000.

Purpose/Business Case: To provide sufficient time for the consultant to complete a boundary survey and revise the legal description to correct an error in the original description. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: Mackinac County is required to purchase property for wetland mitigation purposes. The extension will allow sufficient time for Mackinac County to complete the work, which will comply with the wetland mitigation requirements.

Funding Source: FAA Funds - \$108,000; State Restricted Aeronautics Funds - \$6,000; Mackinac County Funds - \$6,000; Contract Total - \$120,000.

Commitment Level: There is no increase in funding.

*Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract would be required.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49781.

39. ***MULTI-MODAL (Aeronautics) - Installation and Operation of a Weather Briefing System**
Contract (2005-0202) between MDOT and the Mackinac County Board of Commissioners will provide for the installation and operation of a weather briefing system at the Mackinac County Airport in St. Ignace, Michigan. The contract will be in effect from the date of award through fifteen years. Mackinac County will pay MDOT 10 percent of the cost to install the system and 50 percent of the cost to operate the system upon being invoiced by MDOT. The cost to install the weather briefing system is estimated at \$1,500. The annual cost to operate the system is estimated at \$1,500. Source of Funds: 90% State Restricted Aeronautics Funds and 10% Mackinac County Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% Mackinac County Funds for the operating costs.

Purpose: To provide for the installation and operation of a weather briefing system, which will enhance the safety and efficiency of flights in the St. Ignace area. The contract establishes MDOT and Mackinac County responsibilities for cost sharing and operation of the system.

Benefit: The weather briefing system provides pilots with direct access to the latest weather information from any reporting station in the country. It provides accurate text and graphical weather information so pilots can make informed decisions on flight routing, timing, and whether or not it is safe to make the flight.

Funding Source: 90% State Restricted Aeronautics Funds and 10% Mackinac County Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% Mackinac County Funds for the operating costs.

Commitment Level: Local costs for the operation are based on current established contract pricing from outside vendors who provide services of weather data dissemination. Local costs for the installation of the weather briefing system are based on our experience with installing these systems at several other airports.

Risk Assessment: The risks of not awarding the contract are reduced safety to pilots, reduced efficiency of flights in the St. Ignace area, and reduced economic benefit to the community.

Cost Reduction: The operation cost is established by outside vendors for services they provide in association with the system in this community and throughout the state. Any cost reduction or increase by these vendors is passed on to Mackinac County without negotiations. The contract allows for these changes to the contract costs.

Selection: N/A.

New Project Identification: This is for the installation and operation of a new weather briefing system.

Zip Code: 49781.

40. ***MULTI-MODAL (Aeronautics) - Installation and Operation of a Weather Briefing System**
Contract (2005-0203) between MDOT and the City of Sault Ste. Marie will provide for the installation and operation of a weather briefing system at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through fifteen years. The City of Sault Ste. Marie will pay MDOT 10 percent of the cost to install the system and 50 percent of the cost to operate the system upon being invoiced by MDOT. The cost to install the weather briefing system is estimated at \$1,500. The annual cost to operate the system is estimated at \$1,500. Source of Funds: 90% State Restricted Aeronautics Funds and 10% City of Sault Ste. Marie Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% City of Sault Ste. Marie Funds for the operating costs.

Purpose: To provide for the installation and operation of a weather briefing system, which will enhance the safety and efficiency of flights in the Sault Ste. Marie area. The contract establishes the responsibilities for cost sharing and operation of the system for MDOT and the City of Sault Ste. Marie.

Benefit: The weather briefing system provides pilots with direct access to the latest weather information from any reporting station in the country. It provides accurate text and graphical weather information so pilots can make informed decisions on flight routing, timing, and whether or not it is safe to make the flight.

Funding Source: 90% State Restricted Aeronautics Funds and 10% City of Sault Ste. Marie Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% City of Sault Ste. Marie Funds for the operating costs.

Commitment Level: Local costs for operation are based on current established contract pricing from outside vendors who provide services of weather data dissemination. Local costs for the installation of the weather briefing system are based on our experience with installing these systems at several other airports.

Risk Assessment: The risks of not awarding the contract are reduced safety to pilots, reduced efficiency of flights in the Sault Ste. Marie area, and reduced economic benefit to the community.

Cost Reduction: The operating costs are established by outside vendors for services they provide in association with the system in this community and throughout the state. Any cost reduction or increase by these vendors is passed on to the City of Sault Ste. Marie without negotiations. The contract allows for these changes to the contract costs.

Selection: N/A.

New Project Identification: This is for the installation and operation of a new weather briefing system.

Zip Code: 49783.

41. MULTI-MODAL (Aeronautics) - Wetland and Stream Mitigation

Contract (2005-0225) between MDOT and the City of Hillsdale will provide federal and state grant funds for wetland and stream mitigation at the Hillsdale Municipal Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$90,000. Source of Funds: FAA Funds (via block grant) - \$72,000; State Restricted Aeronautics Funds - \$15,750; City of Hillsdale Funds - \$2,250.

Purpose/Business Case: To provide for wetland and stream mitigation for a runway extension project. The City of Hillsdale is proposing to extend the runway at Hillsdale Municipal Airport from 4,000 to 5,000 feet to accommodate the needs of aircraft using the airport. Currently, aircraft using the airport cannot operate at maximum efficiency due to the shorter length of the runway. At the greater length, aircraft will be able to take off and land with more fuel and payload on board, which will increase the profitability of the businesses operating the aircraft. The wetland and stream mitigation is necessary for the permits for the lengthening of the runway.

Benefit: This work will satisfy the requirements of the Michigan Department of Environmental Quality.

Funding Source: FAA Funds (via block grant) - \$72,000; State Restricted Aeronautics Funds - \$15,750; City of Hillsdale Funds - \$2,250; Contract Total - \$90,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49242.

42. MULTI-MODAL (Aeronautics) - Relocation of T-hanger

Contract (2005-0226) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the relocation of a t-hanger at the Livingston County Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years in order to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,150,000. Source of Funds: FAA Funds (via block grant) - \$2,520,000; State Restricted Aeronautics Funds - \$551,250; Livingston County Funds - \$78,750.

Purpose/Business Case: The project includes the relocation of a t-hanger, which is necessary in order to make room for the relocation of runway 13/31.

Benefit: Relocating the t-hanger will make way for the runway relocation project. The community will benefit from the relocated runway in that the airport will be able to accommodate larger business aircraft and heavier airport traffic.

Funding Source: FAA Funds (via block grant) - \$2,520,000; State Restricted Aeronautics Funds - \$551,250; Livingston County Funds - \$78,750; Contract Total - \$3,150,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The relocation of the t-hanger is part of an existing project.

Zip Code: 48855.

43. MULTI-MODAL (Aeronautics) - Rehabilitation of Apron and Tie-Down Area

Contract (2005-0227) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the west general aviation apron and tie-down area at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$300,000. Source of Funds: FAA Funds (via block grant) - \$240,000; State Restricted Aeronautics Funds - \$52,500; Dickinson County Funds - \$7,500.

Purpose/Business Case: To provide for the rehabilitation of the west general aviation apron and tie-down area.

Benefit: The rehabilitation will extend the useful life of the pavements and enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$240,000; State Restricted Aeronautics Funds - \$52,500; Dickinson County Funds - \$7,500; Contract Total - \$300,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for rehabilitation of an existing facility.

Zip Code: 49801.

44. MULTI-MODAL (Aeronautics) - Extension of Parallel Taxiway

Contract (2005-0228) between MDOT and the Village of Lakeview will provide federal and state grant funds for the extension of parallel taxiway A at the Lakeview-Griffith Field in Lakeview, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$360,000. Source of Funds: FAA Funds (via block grant) - \$288,000; State Restricted Aeronautics Funds - \$63,000; Village of Lakeview Funds - \$9,000.

Purpose/Business Case: To provide for the extension of parallel taxiway A to runway 9/27.

Benefit: Will provide a full parallel taxiway to enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$288,000; State Restricted Aeronautics Funds - \$63,000; Village of Lakeview Funds - \$9,000; Contract Total - \$360,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The project is for the extension of an existing parallel taxiway.

Zip Code: 48850.

45. MULTI-MODAL (Aeronautics) - Purchase of Equipment

Contract (2005-0229) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (plow truck) at the Manistee County-Blacker Airport in Manistee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$249,220. Source of Funds: FAA Funds (via block grant) - \$199,376; State Restricted Aeronautics Funds - \$43,613; Manistee County Funds - \$6,231.

Purpose/Business Case: To provide for the purchase of a plow truck to be used for snow removal.

Benefit: Will enable the airport to remove snow efficiently and allow the airport to remain open regardless of the season.

Funding Source: FAA Funds (via block grant) - \$199,376; State Restricted Aeronautics Funds - \$43,613; Manistee County Funds - \$6,231; Contract Total - \$249,220.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for the purchase of snow removal equipment.

Zip Code: 49660.

46. MULTI-MODAL (Aeronautics) - Design of Helistop

Contract (2005-0230) between MDOT and the City of Marshall will provide federal and state grant funds for the design of a helistop at the Brooks Field in Marshall, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$22,000. Source of Funds: FAA Funds (via block grant) - \$17,600; State Restricted Aeronautics Funds - \$3,850; City of Marshall Funds - \$550.

Purpose/Business Case: To provide for the engineering plans for the design of a helistop.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$17,600; State Restricted Aeronautics Funds - \$3,850; City of Marshall Funds - \$550; Contract Total - \$22,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49068.

47. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0233) between MDOT and the Houghton County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the medium intensity runway lighting, shoulder widening, and runway safety area improvements for runway 7/25 and for the rehabilitation of the medium intensity taxiway lighting and shoulder strengthening for taxiway C at the Houghton County Memorial Airport in Hancock, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,387,684. Source of Funds: FAA Funds - \$1,318,300; State Restricted Aeronautics Funds - \$34,692; Houghton County Funds - \$34,692.

Purpose/Business Case: The project includes the rehabilitation of the medium intensity runway lighting, shoulder widening, and runway safety area improvements for runway 7/25 and the rehabilitation of the medium intensity taxiway lighting and shoulder strengthening for taxiway C. The runway lighting is 33 years old and will be moved to be ten feet from full-strength pavement, in accordance with specifications. The shoulder widening is required to accommodate the new lighting alignment. The runway safety area will be regraded to conform to current FAA specifications. The taxiway lighting will also be moved to be ten feet from full-strength pavement, as required, and the shoulders will be strengthened.

Benefit: These improvements will enhance the safety of airport users.

Funding Source: FAA Funds - \$1,318,300; State Restricted Aeronautics Funds - \$34,692; Houghton County Funds - \$34,692; Contract Total - \$1,387,684.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: All work is rehabilitation of existing facilities.

Zip Code: 49913.

48. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0238) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide federal and state grant funds for the rehabilitation of runway 16/34, the replacement of the high intensity runway lighting on runway 16/34, the installation of an emergency generator, a cost benefit study of a cargo facility, and security enhancements at the Chippewa County International Airport in Sault Ste. Marie, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,641,340. Source of Funds: FAA Funds - \$1,555,000; State Restricted Aeronautics Funds - \$43,170; EDCCC Funds - \$43,170.

Purpose/Business Case: To provide for the construction of airport improvements at the Chippewa County International Airport. The project includes the rehabilitation of runway 16/34, the replacement of the high intensity runway lighting on runway 16/34, the installation of an emergency generator, a cost benefit study of a proposed cargo facility, and security enhancements.

Benefit: The runway rehabilitation, lighting replacement, emergency generator, and security enhancements will upgrade these facilities to FAA standards, while providing a safer and more reliable service to passengers. The cost benefit study will determine whether the proposed cargo facility is feasible to build.

Funding Source: FAA Funds - \$1,555,000; State Restricted Aeronautics Funds - \$43,170; EDCCC Funds - \$43,170; Contract Total - \$1,641,340.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: All construction will be procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The project includes 98% rehabilitation and/or replacement. The cost benefit study is 2% new work.

Zip Code: 49788.

49. MULTI-MODAL (Aeronautics) - Wetland and Stream Mitigation

Contract (2005-0239) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for wetland and stream mitigation at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$170,000. Source of Funds: FAA Funds (via block grant) - \$136,000; State Restricted Aeronautics Funds - \$29,750; SMRAA Funds - \$4,250.

Purpose/Business Case: To provide for wetland and stream mitigation, which is required by the finding of no significant impact on the environmental assessment for the construction of a runway extension and the provision of the required runway safety areas. These improvements will provide the needed runway length for the efficient use of aircraft currently using the airport, as well as enabling the airport to meet all FAA runway safety requirements.

Benefit: The increase in runway length will enable airport users to fly their planes at maximum efficiency and safety. These improvements will attract additional aircraft and business to the airport and community.

Funding Source: FAA Funds (via block grant) - \$136,000; State Restricted Aeronautics Funds - \$29,750; SMRAA Funds - \$4,250; Contract Total - \$170,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

50. MULTI-MODAL (Aeronautics) - Land Acquisition Costs

Contract (2005-0241) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for the land acquisition consultant engineering costs associated with the extension of runway 22 at the South Haven Area Regional Airport in South Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$15,000. Source of Funds: FAA Funds (via block grant) - \$12,000; State Restricted Aeronautics Funds - \$2,626; SHARAA Funds - \$374.

Purpose/Business Case: The project includes the land acquisition engineering work needed to identify parcel obstructions for subsequent easement acquisitions in the approach to runway 22 in order to protect the existing approaches as well as to control the runway protection zone.

Benefit: The airport and surrounding community will benefit from the engineering work and subsequent land acquisitions by protecting the approaches and runway protection zones as well as ensuring a safe approach in the future.

Funding Source: FAA Funds (via block grant) - \$12,000; State Restricted Aeronautics Funds - \$2,626; SHARAA Funds - \$374; Contract Total - \$15,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49090.

51. MULTI-MODAL (Aeronautics) - Installation of Beacon

Contract (2005-0243) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the installation of a beacon at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$20,000. Source of Funds: FAA Funds (via block grant) - \$16,000; State Restricted Aeronautics Funds - \$3,500; Jackson County Funds - \$500.

Purpose/Business Case: To provide for the installation of a new beacon.

Benefit: The beacon will enhance the safety of pilots flying into the airport.

Funding Source: FAA Funds (via block grant) - \$16,000; State Restricted Aeronautics Funds - \$3,500; Jackson County Funds - \$500; Contract Total - \$20,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The contract will be procured through federal procurement guidelines for small purchases as outlined in the airport improvement program handbook.

Selection: N/A.

New Project Identification: This is for the replacement of an existing beacon.

Zip Code: 49202.

52. MULTI-MODAL (Aeronautics) - Design and Construct Terminal Building

Contract (2005-0245) between MDOT and the Otsego County Board of Commissioners will provide federal and state grant funds for the design and construction of a terminal building at the Otsego County Airport in Gaylord, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$900,000. Source of Funds: FAA Funds (via block grant) - \$720,000; State Restricted Aeronautics Funds - \$157,500; Otsego County Funds - \$22,500.

Purpose/Business Case: To provide for the design and construction of a terminal building.

Benefit: The existing terminal building is over twenty years old and in need of repair and expansion. The traffic at the airport has increased with the longer runway constructed in 2002. A new general aviation terminal building will fit the needs of the airport and its future development.

Funding Source: FAA Funds (via block grant) - \$720,000; State Restricted Aeronautics Funds - \$157,500; Otsego County Funds - \$22,500; Contract Total - \$900,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder. The consultant contract will be reviewed by MDOT personnel for further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49734.

53. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2004-0015/A1) between MDOT and MORPACE International, Inc., will extend the contract term by three months to provide sufficient time for the consultant to complete the project work and for MDOT to review the final report. The original project schedule was based on an expected award date of October 1, 2003; however, the work did not begin until November 6, 2003, because of difficulties in awarding the contract. The original contract provides for the collection of household travel data from approximately 14,280 randomly selected households statewide for use in a study. The household travel data will be used to develop all components of updated statewide and urban travel demand models. The revised contract term will be November 6, 2003, through August 31, 2005. The contract amount remains unchanged at \$2,075,180.61. Source of Funds: Federal Highway Administration Funds - \$1,660,144.48; State Restricted Trunkline Funds - \$415,036.13.

Purpose/Business Case: To provide sufficient time for the consultant to complete the project work and for MDOT to review the final report. The original project schedule was based on an expected award date of October 1, 2003; however, the work did not begin until November 6, 2003, because of difficulties in awarding the contract. The consultant has completed the data collection portion of the project work. This project is the second phase of a three-phase project to provide better support to MDOT's Strategic Planning Process by improving the travel demand models used in Michigan at the state and Metropolitan Planning Organization levels. This phase involves the administration of a statewide household travel data collection program via the use of travel diaries.

Benefit: Will provide additional time needed for project completion and MDOT review of the final report.

Funding Source: Federal Highway Administration Funds - \$1,660,144.48; State Restricted Trunkline Funds - \$415,036.13.

Commitment Level: There is no increase in funding.

Risk Assessment: If the amendment is not awarded, the project cannot be completed.

Cost Reduction: N/A.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48226.

54. *TRANSPORTATION PLANNING - Access Management Plan

Contract (2005-0244) between MDOT and Progressive AE will provide for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-11 corridor in Kent County. The contract will be in effect from the date of the award through December 31, 2005. The contract amount will be \$49,700. Source of Funds: Federal Highway Administration Funds - \$39,760; State Restricted Trunkline Funds - \$9,940.

Purpose/Business Case: To provide for the development of a corridor access management plan and the drafting of ordinances for the M-11 corridor in Kent County.

Benefit: Will provide for the development of a corridor access management plan is to relieve congestion with an efficient, safe, and aesthetically pleasing trunkline.

Funding Source: Federal Highway Administration Funds - \$39,760; State Restricted Trunkline Funds - \$9,940. The funding is coming from State Planning and Research Funds that have been specifically designated for access management studies.

Commitment Level: This is a cost plus fixed fee contract.

*Denotes a non-standard contract/amendment

Risk Assessment: The risks of not performing the study are not relieving congestion on a congested highway and increased safety concerns due to the unplanned proliferation of commercial drives and development.

Selection: Qualifications-based.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new study.

Zip Code: 48601.

EXTRAS

55. **Extra 2005 - 57**

Control Section/Job Number: 82192-53168A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Consultant

Engineer's Estimate: \$2,026,355.62

Description of Project:

0.44 mi of reconstruction of pavement, curb and gutter, storm sewer and pavement markings on M-39 from Lafayette Street southerly to Porter Street in the city of Lincoln Park, Wayne County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 8, 2004	
Original Contract Amount:	\$2,081,568.70	
Total of Overruns/Changes (Approved to Date):	36,856.17	+ 1.77%
Total of Extras/Adjustments (Approved to Date):	152,760.32	+ 7.34%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,407.29</u>	<u>+ 0.45%</u>
Revised Total	<u>\$2,280,592.48</u>	+ 9.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.11% over the original budget for an **Authorized to Date Amount** of \$2,271,185.19.

Approval of this extra will place the authorized status of the contract 9.56% or \$199,023.78 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-49	7 r. 2, 10	\$30,386.79	04/19/05

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12

Open-graded Dr Cse, 16 inch	458.330 Syd @ \$10.88/Syd	\$4,986.63
Sodding	909.600 Syd @ \$4.86/Syd	<u>4,420.66</u>
Total		<u>\$9,407.29</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 12

These extra work items were established on a previous contract modification. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

Sod was used in lieu of grass seed, as restoration work in several areas began after the seasonal limitations for seed placement. This increase is partially offset by a reduction in the original slope restoration pay item on a previous contract modification. The extra cost for Sodding was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Several areas within the project were undercut due to poor existing soil conditions. These areas were to be constructed with a 4 inch open graded drainage course layer. To provide additional stabilization of the roadway, the open graded drainage course layer was increased to 16 inches. This extra item was partially offset by a previous reduction in the original work items of Open-Graded Dr Cse, 4 inch and Subbase, CIP. The extra cost for Open-graded Dr Cse, 16 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.15%; City of Lincoln Park, 2.00%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48146.

OVERRUNS

56. **Overrun 2005 - 30**

Control Section/Job Number: 17555-76691A Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Bacco Construction Company
P.O. Box 458
Iron Mountain, MI 49801

Designed By: Local Agency
Engineer's Estimate: \$548,417.54

Description of Project:

4.4 mi of rehabilitation including cold milling hot mix asphalt surface, trenching, pavement joint repairs, hot mix asphalt surfacing, aggregate shoulders, and guardrail improvements on Mackinaw Trail from the village of Rudyard, northeasterly to the village of Kinross, in Rudyard and Kinross Townships, Chippewa County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 14, 2004	
Original Contract Amount:	\$485,709.83	
Total of Overruns/Changes (Approved to Date):	48,570.98	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,878.66</u>	+ <u>2.03%</u>
Revised Total	<u>\$544,159.47</u>	+ 12.03%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$534,280.81.

Approval of this overrun will place the authorized status of the contract 12.03% or \$58,449.64 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Shoulder, CI II	660.780 Ton @ \$14.95/Ton	<u>\$9,878.66</u>
Total		<u>\$9,878.66</u>

Reason(s) for Overrun(s):

Additional shoulder material was needed to construct the roadway shoulders per the plans and specifications. Sections of the existing shoulder were narrow, and widening of these shoulders to current standards was necessary per the project cross sections. The original quantity was not sufficient to complete project work, as the quantity was underestimated during the design phase.

The work item described above is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 65%; State Restricted Trunkline, 20%; Chippewa County, 15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49780.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 11, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: May 17, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. *HIGHWAYS - Design Consultant Services

Contract (2005-0208) between MDOT and HNTB Michigan, Inc., will provide for the performance of design and system management services for Intelligent Transportation System (ITS) equipment on I-94 from Moross to the Blue Water Bridge, on I-96 from I-275 to the Livingston County line, and on I-69 from Reeves Road to the Blue Water Bridge in St. Clair, Macomb, and Oakland Counties (CSs 50111, 63022, 63400, and 77023 - JNs 83060C, 83057C, 77009C, and 59637C). The work items will include providing conceptual layouts for each corridor; writing design and functional technical specifications for the expansion of ITS facilities; preparation of construction plans, plan quantities, and staging plans; providing bandwidth evaluations relative to communications; and developing component and acceptance tests. The contract will be in effect from the date of award through December 31, 2006. The contract amount will be \$1,468,206. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design and system management services for Intelligent Transportation System (ITS) equipment on I-94 from Moross to the Blue Water Bridge, on I-96 from I-275 to the Livingston County line, and on I-69 from Reeves Road to the Blue Water Bridge in St. Clair, Macomb, and Oakland Counties (CSs 50111, 63022, 63400, and 77023 - JNs 83060C, 83057C, 77009C, and 59637C). The work items will include providing conceptual layouts for each corridor; writing design and functional technical specifications for the expansion of ITS facilities; preparation of construction plans, plan quantities, and staging plans; providing bandwidth evaluations relative to communications; and developing component and acceptance tests.

Benefit: MDOT continues to lead the nation in transportation technology. The current ITS system needs to be maintained and new facilities need to be incorporated to match population growth in highly congested areas in order for MDOT to continue to provide high quality services. Traffic monitoring will provide reduced congestion, driver notification, and incident management and will facilitate border crossing for the Blue Water Bridge.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: A lack of design/system management services for ITS equipment would cause MDOT to lose funding of approximately \$8 million dollars. This funding will continue to work toward MDOT's ITS strategic plan.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

STATE PROJECTS

- Hot mix asphalt paving of park and ride lot at M-57 and Lincoln Road, the southwest corner, in Maple Grove Township, Saginaw County.

BIDDER	AS-READ	AS-CHECKED
Saginaw Asphalt Paving Company	\$ 28,195.00	Same 1 **
C & D Hughes, Inc.	\$ 32,750.00	Same 2
Pyramid Paving & Contracting	\$ 35,322.36	Same 3
Lois Kay Contracting Co.	\$ 37,599.18	Same 4

Purpose/Business Case: Completion of this project will prolong the life of the carpool parking lot which is located at M-57 and Lincoln Road. The project consists of HMA paving of an existing gravel parking lot including earth excavation, placement of aggregate base, HMA curb, embankment and turf establishment. Existing lot is in poor condition and has extensive soil erosion due to poor drainage.

Funding Source:

State Restricted Trunkline Funds	100	%
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Risk Assessment: The surrounding communities are anticipating the newly paved carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Paving the existing lot will greatly reduce the initial maintenance costs for the carpool parking lot. Our customers will benefit greatly from the reduced dust, gravel, and debris that surfaces from the current carpool parking lot.

Selection: Low bid.

New Project Identification: New construction.

Page 38 of 41

LOCAL PROJECTS

- | | | | |
|----|-----------------------------------|---------------|----------------------|
| 3. | LETTING OF MAY 06, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0505018 | \$ 172,860.00 | \$ 147,514.00 |
| | PROJECT STH 39609-78240 | | |
| | LOCAL AGRMT. 04-5570 | | % OVER/UNDER EST. |
| | START DATE - JUNE 13, 2005 | | |
| | COMPLETION DATE - AUGUST 26, 2005 | | -14.66 % |

0.13 mi of hot mix asphalt paving, cold milling hot mix asphalt pavement, earthwork, drainage work, curb and gutter work and traffic signal work on Boulevard Avenue at Prairie Street intersection in the village of Vicksburg, Kalamazoo County.

BIDDER	AS-READ	AS-CHECKED	
Balkema Excavating, Inc.	\$ 147,514.00	Same	1 **
Peters Construction Co.	\$ 150,781.24	\$ 150,691.24	2
Brenner Excavating, Inc.	\$ 158,865.70	Same	3
Nashville Construction Company	\$ 159,116.70	Same	4
Hoffman Bros., Inc.			
Aggregate Industries-Central Region			
Kamminga & Roodvoets, Inc.			
Michigan Paving & Materials Co.			
Northern Construction Services, Co.			
Robert Bailey Contractors, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78240A

Federal Highway Administration Funds	76.69 %
Village of Vicksburg	23.31 %

Zip Code: 49097.

- | | | | | |
|----|--------------------------------------|----|------------|----------------------|
| 4. | LETTING OF MAY 06, 2005 | | ENG. EST. | LOW BID |
| | PROPOSAL 0505043 | \$ | 948,432.51 | \$ 907,579.44 |
| | PROJECT EDDF 34555-72746 | | | |
| | LOCAL AGRMT. 05-5129 | | | % OVER/UNDER EST. |
| | START DATE - JUNE 13, 2005 | | | |
| | COMPLETION DATE - SEPTEMBER 02, 2005 | | | -4.31 % |

2.02 mi of road rehabilitation, including earthwork, base crushing and shaping, aggregate base, hot mix asphalt paving, paved shoulders, culverts, pavement marking, and slope restoration on Keefer Highway from Musgrove Highway to Emery Road, in Sebewa and Danby Townships, Ionia County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bernie Johnson Trucking, Inc.	\$ 907,579.44	Same	1 **
C & D Hughes, Inc.	\$ 944,221.82	Same	2
Kamminga & Roodvoets, Inc.	\$ 979,020.49	Same	3
Nashville Construction Company	\$ 1,068,998.28	Same	4
Cadwell Brothers Construction	\$ 1,209,108.21	Same	5
Aggregate Industries-Central Region	\$ 1,332,323.33	Same	6
Fisher Contracting Company			
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

72746A

Ionia County	20.00 %
Federal Highway Administration Funds	33.00 %
State Restricted Trunkline Funds	47.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48890.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

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Respectfully submitted,

Gloria J. Jeff
Director